

## Walk & Bike Plan Plan Process Summary

### Initiate

The initiate phase began with Town Council approval in May 2016 hiring of a consultant to aid staff in preparing this plan. It ended in July 2016. This phase centered around staff providing background information to the consultant. Also, it began the involvement of the Technical Advisory Committee (TAC), who reviewed material throughout the first phases of the project until the release of the first draft plan. The TAC included a Planning Commissioner, Town resident member of the Advisory Committee for Public Safety, and senior-level staff.

### Analyze

The analyze phase began in August 2016 and ran through September 2016. The intent of this phase was to research existing conditions, along with gauging interest around the topic of walking and biking within Paradise Valley. Input was sought from a variety of people that included Town residents, resort concierge staff, adjoining municipal staff, among others. Activities included an opinion survey, survey for resort concierge interviews, walk-bike event, bicycle-pedestrian counts, stakeholder meetings, and three open house events.

### Define

The define phase ran between October 2016 and November 2016. Two additional opinion surveys were done, information gathered to date was available at the Town's car show event, and an open house event.

### Refine

The refine phase began in December 2016 and ran through January 2018. The draft material was made available at the Town's safety fair event in February 2017. The information gathered from 2016 was used to develop the first draft of the plan that was presented in February 2017.

Going through the planning process brought out new perspectives not fully present during the 2012 General Plan process. In particular, there were three perspectives that shaped the direction of the plan. One was an awareness of conflicts resulting from an increased use of Town streets by bicyclists, particularly in hillside neighborhoods that are not designed to accommodate separate facilities for motorists, walkers/joggers, and bicyclists. Related, was a concern from both pedestrians and cyclists over safety. Also, the process brought out concerns over urbanizing the streetscape, particularly in areas that the 2012 General Plan designated for bike routes.

The February 2017 draft plan attempted to address the above-noted perspectives through reconsidering adding bike lanes or shared use paths along the Town's major arterials of Lincoln Drive and Tatum Boulevard as a means to divert bicycle traffic away from the Town's minor arterials, such as McDonald Drive. Also, the first draft plan considered various options other than the bike lanes proposed in the 2012 General Plan for McDonald Drive. On several local streets known to have bicycle/pedestrian usage, the first draft plan suggested providing at least a trail along the shoulder of the street for pedestrians and acknowledged those streets as bike routes.

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In part responding to the differing viewpoints on the plan, the Town Council opted to halt the plan process and to provide the Planning Commission a Statement of Direction (SOD). Town Council provided a SOD on this plan in June 2017. This SOD included several guiding principles, such as safety and enforcement, creating a resort loop for bicycle/pedestrian use, limiting signage, and providing more detailed information on project costs.

The Planning Commission resumed its refinement of the February 2017 draft plan in July 2017. In October 2017, at the request of the Planning Commission, the Town Council discussed possible amendments of the SOD. These amendments related to extending the resort loop further east from 56<sup>th</sup> Street to the eastern Town limits, adding bike lanes on McDonald Drive/40<sup>th</sup> Street west of Tatum Boulevard as shown in the 2012 General Plan, adding a recreational path on Jackrabbit Road east of Invergordon Road to connect to the regional bicycle and pedestrian trail along the Arizona Canal, to recognize on the bicycle map the existing bike lanes on Invergordon Road north of McDonald Drive to Lincoln Drive, to recognize on the bicycle map the effective bike lanes along Mountain View Road west of 52<sup>nd</sup> Street, to modify the existing sidewalks south of Doubletree Ranch Road as recreational paths to the trailhead at Tomahawk Trail, to reconstruct the existing sidewalk south of Doubletree Ranch Road to Cherokee Elementary School as a recreational path, to modify the proposed sidewalk along the east side of 32<sup>nd</sup> Street to a recreational path, and to consider a resident-driven request for bike lanes on Mountain View Road between 56<sup>th</sup> Street and 64<sup>th</sup> Street. Council did not approve the revised SOD. Some Town Council Members noted the Planning Commission could explore SOD deviations directly related to safety, such as to schools.

Since October 2017, the Planning Commission evaluated the draft Walk & Bike Plan section by section. Care was taken to stay within the SOD. The attached document named, "Compliance to SOD", describes how the February 2018 draft plan meets the SOD.

The Planning Commission discussed the Master Plan at its July 25, 2017; August 15, 2017; September 5, 2017; September 19, 2017; October 17, 2017; November 21, 2017; December 19, 2017, January 16, 2018, and February 6, 2018 work study meetings.